

# CITY OF FLAGSTAFF

## STAFF SUMMARY REPORT



**To:** Planning and Zoning Commission

**From:** Ursula Montañó, Advanced Planning Manager

**Date:** October 18, 2005

**Re:** Regional Plan Amendment – Villaggio Montana

**Meeting Date:** October 25, 2005  
November 8, 2005

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**Title:** Public Hearings and Meeting to Consider Amendments to the Flagstaff Area Regional Land Use and Transportation Plan in Conjunction with the Villaggio Montaña Project.

### **I. Recommended Action:**

October 25, 2005: Open the public hearing to take public input and continue the public hearing to November 8, 2005.

November 8, 2005: Open the public hearing to take public input, close the public hearing, and convene the meeting to consider staff's recommendation to approve amendments to the Flagstaff Area Regional Land Use and Transportation Plan as follows:

- change the Land Use Plan designations on the Regional Land Use Plan and the City Land Use Plan:
  - from Planning Reserve Area with minimum residential densities of 3, 5 and 7 dwelling units per acre to Low Density Residential, Park, Urban Open Space, Institutional, Medium Density Residential, High Density Residential, Mixed Use, Regional/Community Commercial, and
  - from Low Density Residential to Office/Business Park/Light Industrial; and
- change the Circulation – Regional Roadway System Plan Plan Map 8: Regional Roadway System Plan and the text on page 3-22 where such projects are listed to include:
  - Woody Mountain Road arterial alignment adjustment.
  - Major Collectors internal to the northwest and southeast areas of the plan amendment area.
  - Interstate 17/Woody Mountain Road Traffic Interchange with east side connection--subject to approval by the Federal Highway Administration.

- Interstate 40/Woody Mountain Road Traffic Interchange--subject to approval by the Federal Highway Administration.
  - Minor Arterial Extension of Woody Mountain Road east to J.W. Powell Boulevard.
  - Major Collector Extension of High Country Trail to the Minor Arterial extension of Woody Mountain Road.
  - Widening of Milton Road to 6 thru-lanes.
  - Widening of Beulah Boulevard to 4-thru lanes.
  - Widening of W. Route 66 to 4 thru-lanes.
- A resolution on the Regional Plan amendment will be presented to the Commission for its review at its meeting on November 8, 2005.

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## II. ACTION SUMMARY:

In accordance with Arizona State Statutes §9-461.06, two public hearings, at different locations, are required when a city is proposing a major land use plan amendment to its general plan. In addition, the City had to notice state, regional and local governmental entities of the proposed major plan amendment and provide sixty days to respond. Coconino County has responded and their comments and requests are provided. Individual comments from residents that were received are also attached. Responses are on pages 23-26 of this Staff Report.

Application of the Regional Plan is based on a Policy Framework—expressed as goals and policies. The Regional Plan consists of maps derived from the policies. Of the series of plans contained in the Regional Plan, the Land Use Plans and Roadway System Plan are graphic interpretations of the long-range development goals and policies as set forth in the Policy Framework. Because the maps are derived from a policy plan, they should be viewed as a guide to decision-making and not as an unalterable commitment to new land use development or to a particular zoning change (Regional Plan pp.1-11).

These two maps (Land Use Plans and Roadway System Plan) are proposed for changes as indicated above.

### **Process:**

It is important to draw the distinction between land use plan and roadway system plan amendments and those requirements that are a result of the rezoning process, Development Master Plan and Development Agreement. The former are land use and transportation facility designations on plans with some supporting text; while the latter are building uses and community services, facilities and structures that are needed to implement the land uses and roadway facilities, and are more specific based on the City's various ordinances, regulations, and standards.

### **Land Use Plans**

The applicant has prepared a revised Land Use Plan, a copy of which is attached. The supporting data, such as land use acreages, relationships and impacts, have not been provided as of the preparation of this Staff Report. If the information is made available

prior to the public hearing on October 25, it will be submitted to the Commissioners; otherwise, it will be presented at the public hearing.

Also being developed at this time, is an alternate Land Use Plan that City staff is preparing (copy attached). It is specific to the topographic conditions at the subject site and has a higher reliance on Traditional Neighborhood Development. This plan will be displayed at the public hearings. Unless otherwise stated in this Report, the information presented herein relates to the Application.

In summary, there are three land use plans for the Commission's consideration:

1. Land Use Plan submitted as part of the Villaggio Montaña application
2. Land Use Plan as revised by applicant
3. Land Use Plan prepared by City staff

### III. DISCUSSION:

#### **Background/History:**

Certain lands within the City were designated Planning Reserve Area (PRA) on the Land Use Plan of the Regional Plan. It was anticipated that these lands would be designated more specific land uses and corresponding zoning districts at a later date and in conjunction with master planning.

Several major property owners, including the Arizona State Land Department, and developers have prepared a master plan encompassing approximately 1020 acres. The proposed uses include all types that make up a neighborhood: residential, commercial, and institutional, with multi-modal transportation systems to service it.

This land is located within Stage 1 of the City's Urban Growth Boundary (UGB), meaning that when the Regional Plan was prepared and adopted, development within the Stage 1 UGB would occur in the near term. In an attempt to contain sprawl and conserve outlying open space lands, minimum land use residential densities were placed on PRAs. Compact development is also expected to achieve several other objectives. These include the potential for Traditional Neighborhood Development (TND), making alternate modes of transportation, such as bicycling, walking and transit, more feasible and attractive.

The range of densities on the PRAs, from a minimum of three to five to seven dwelling units per acre, are within ranges that have been and are built in Flagstaff.

The proposed land use application was reviewed by the City's Development Review Board on August 4, 2005, and the application for DRB 04-058 was accepted as complete with conditions, which are listed in the following discussion as a part of the Required Findings.

In accordance with A.R.S. 9-461.06. Adoption and amendment of general plan; expiration and re-adoption.

"D. At least sixty days before the general plan or an element or major amendment of a general plan is noticed pursuant to subsection E of this section, the planning agency shall transmit the proposal to the planning commission, if any, and the governing body and shall submit a copy for review and further comment to:

1. The planning agency of the county in which the municipality is located.
2. Each county or municipality that is contiguous to the corporate limits of the municipality or its area of extraterritorial jurisdiction.
3. The regional planning agency within which the municipality is located.
4. The department of commerce or any other state agency that is subsequently designated as the general planning agency for this state.
5. The department of water resources for review and comment on the water resources element, if a water resources element is required."

Staff sent copies of the proposal to each of the agencies listed above. As well, the Planning and Zoning Commission and City Council received copies. Coconino County responded; a copy of the response is attached. In summary, the County's Community Development Department focused its comments on potential impacts to Fort Tuthill County Park, drainage on Mountain Dell, roads and traffic, sustainable design, phasing, and buffers.

The Coconino County Parks & Recreation Commission also submitted comments requesting an open space buffer, lower housing densities adjacent to the park boundary, appropriate connectivity of the northeast park access roads and trails, and participation in the negotiation of a three-way development agreement among the County, developers and the City. (See more detailed discussion in Section V.)

**Present Land Uses:**

The land is undeveloped.

**Proposed Land Uses:**

Land uses include the following:

- Low Density Residential (1-5 du)
- Medium Density Residential (6-12 du)
- High Density Residential (>12 du)
- Park
- Urban Open Space
- Institutional
- Mixed Use
- Regional/Community Commercial
- Office/Business Park - Light Industrial

The subject project is comprised of a variety of lot sizes and housing types with supporting non-residential uses, such as employment and retail uses, institutional uses for parks, school and fire station. A major objective is the creation of a neighborhood

that is compact, walkable that meets the land use patterns of the Regional Plan as outlined in attached Appendix A.

**Surrounding Neighborhood Development:**

North: Equestrian Estates Very Low Density Residential

South: Planning Reserve Area (3 and 7 dua) and Fort Tuthill County Park

East: University Highlands Low Density Residential (1-5 dua) and Mountain Dell

West: Forest Service and Flagstaff Ranch Golf Club Low (1-5 dua) and Medium Density Residential (6-12 dua)

**IV. Required Findings:**

In reviewing and evaluating the proposed land designations and transportation roadway system proposals, the Regional Plan PRA criteria are used, as are the City's Land Development Code Narrative Analysis.

**A. General Plan/Specific Plan Conformances:**

[PRA Review Criteria pp. 1-36- 1-38]

Master planning is required to determine and address:

- compatibility with surrounding development
- the presence of the interstates
- the lack of public facilities in some areas
- compact development
- protection of surrounding open spaces
- provision of transit services
- affordable housing opportunities
- walkable neighborhoods
- live/work environments
- more desirable marketable and higher value development
- sensitivity to natural landscapes
- parks, and trails protection and needs
- conformance with other appropriate *Regional Plan* policies

The following review criteria shall apply when Planning Reserve Areas are being considered for re-designation to another land use category for development:

*Planned Land Uses*—PRA must be master-planned, either as part of a regional land use plan amendment or part of an area plan that establishes appropriate land use patterns, transportation system, infrastructure, and public facilities.

**How addressed:**

**Staff:** Three major property owners have collaborated to prepare a master plan of approximately 1020 acres.

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*Zoning Requirements for Adequate Public Facilities*—Rezoning shall be contingent upon provisions for adequate levels of public facilities and services, either in place or provided for by applicant or in an approved Capital Improvement Program. Parcels of 35 acres and larger, designated Planning Reserve Area, do not require a PRA re-designation concurrently with rezoning. Re-designation to specific Regional Plan land use categories may occur prior to

rezoning so long as the infrastructure master plan includes infrastructure facilities and services needed for the proposed project and that the eventual rezoning will incorporate these requirements.

**How addressed:**

**Staff:** PRA re-designation is being processed independently of the rezoning. The infrastructure facilities and services needed for the proposed project will be incorporated into the Development Master Plan, which is a component of rezoning. These infrastructure facilities and services have been identified below under *Land Development Code Narrative Analysis: Cumulative impacts on Public Facilities and Systems, identification of needed adjustments in public facility plans, including costs of projected public capital improvements associated with the change.*

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*Policy Compatibility*—proposed PRA re-designation must be consistent with community goals and objectives as expressed in *Regional Plan* policies.

**How addressed:**

**Staff:** Given the scope, size and diverseness of the project, numerous Regional Plan goals and policies are used to determine the effectiveness of the proposed land uses and transportation needs. The goals and policies are listed in Appendix 'B.' The applicant has addressed them in the Master Plan report of July 29, 2005, and in summary they state that:

**Applicant:** "The Plan envisions that the full spectrum of housing types will be developed within the community with choices including compact rental housing, condominiums, town homes, and detached single family homes on various lot sizes. The majority of housing types will be designed for purchase by an average working family/household."

"The proposed Land Use Plan includes a site for a school...utilization to be determined at a later date by Flagstaff Unified School District or Coconino County Superintendent of Schools...."

"The proposed Land Use Plan provides 13 acres of park/open space per 1,000 residents, achieving the City standard of 11.07 acres per 1,000 residents. The parkland would meet City standard for 50% designation for active, recreational uses and 50% for passive, open space uses."

"The proposed Land Use Plan recommends the development of a community park. Location of the community park may be proposed for an inactive landfill area on current State Trust Land along Woody Mountain Road. Designation of an alternate park site along Woody Mountain Road could be determined during the General Plan Amendment process and/or rezoning."

"Significant open space areas include preservation of Sinclair Wash and greenbelt along the north/south power corridor. Urban trails, greenways, and community trails will traverse and connect neighborhoods, activity centers, open space areas, school

sites, community park, adjacent county park, and adjacent public land (national forest)."

"Appropriate civic sites are anticipated within Villaggio Montana. It is anticipated the civic facilities at Villaggio Montana may include location of a church at the commercial area along Highway 89."

"The Plan includes a proposed site for future fire station. The City of Flagstaff Fire Department is currently in the process of locating a new or relocated fire station to service the western portion of Flagstaff. Villaggio Montaña will continue to work with City Fire Department personnel regarding the need to site a future fire station within the development. Existing fire protection is provided by Fire Station #6, located on Lake Mary Road, east of Interstate 17 as shown on Figure 5, Public Facilities. It provides an approximate response time of four minutes to the property."

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*Proposed Development Contiguity*—for PRA areas outside of the city, the PRA area must either have adequate contiguity to be eligible for annexation to the city at the time of re-designation, or the applicant shall enter into an agreement that the PRA will voluntarily annex when required contiguity is established.

**How addressed:**

**Staff:** N/A

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*Required Average Density Application*—proposed land uses in the PRA must comply with required average densities for the area, as specified on the Land Use Plan map. On the Land Use Plan, PRA densities have been allocated on a walkable neighborhood unit scale generally between 100 to 160 acres. Additionally, a required average density gradient has been applied to PRAs, with peripheral PRAs mapped at either the required average density of three or five dwelling units per acre as indicated on the Land Use Plan map; and interior PRAs, or those closest to activity areas and major roadways mapped at the required average density of seven dwelling units per acre. Those PRA areas designated at the required average density of three and five are not required to achieve a required average density of seven dwelling units per acre near major roadways.

**How addressed:**

**Staff:**

- In calculating PRA average densities, the Regional Plan defines the required average density as a gross density to be calculated on all land associated with residential development. It excludes non-residential uses, publicly-owned public spaces and non-residential rights-of-way.
- Given the minimum 3, 5 and 7 residential units per acre and excluding the above-described areas, the acreages for the respective densities are: 119, 424 and 208, respectively, for a total of 741 acres. The resulting number of units are 357, 2,070 and 1,456, respectively, or a total of 3883 dwelling units for the project.

*Proposed Type of Development*—Traditional Neighborhood Design development is preferred for the PRAs, however, it is recognized that some development may take the form of Conventional Suburban, particularly in the PRAs with the three and five dwelling units per acre designations. Traditional Neighborhood Design and Conventional Suburban are not Land Use Plan categories. They are simply a way of designing a project and developing land. Numerous Land Use Plan categories and zoning districts may be applicable depending on the specifics of the proposed development.

**How addressed:**

**Staff:** Both TND and Conventional Suburban development are proposed. TND elements (see Appendix 'C') will be integrated into the Development Master Plan. The densities proposed in the project support TND and as well the commercial uses proposed will meet many of the daily needs of residents to keep vehicular trips, to the extent possible, within the area. Parks, schools, and town centers and/or public squares provide activity and gathering places.

Due to the topography and the need to protect rock outcroppings, flood plains, and ridgelines, and to take into account surrounding land uses and major roadways, the areas specifically designated for three, five or seven dwelling units per acre in the Regional Plan, may overlap. Nonetheless, the number of dwelling units that resulted in the calculation of these areas within the three, five and seven dwelling units per acre is the number used overall for the project. Sensitivity to compatible existing uses and to the forested areas was considered in assigning densities.

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The Mixed-Use land use category is not applicable to the PRAs which are mapped at three and five dwelling units per acre on the Land Use Plan map. The Mixed-Use Land Use category is currently mapped in interior core areas of the city along Route 66 and I-40. The potential for future additional application and mapping of the Mixed-Use land use category is more appropriate and applicable to interior areas of the city and to PRAs mapped at seven dwelling units per acre.

**How addressed:**

**Staff:** The Mixed-Use Land Use category is proposed throughout the PRAs where appropriate. Again, as stated above, the objective is to provide Traditional Neighborhood Design, which provides for a variety of dwelling types, including dwelling units above retail so that a diverse range of peoples can be served. Mixed-use is not only vertical uses with residential and non-residential uses within a building, but close-by residential and non-residential horizontal uses that are designed compatibly.

The mixed use and commercial areas, school site, community park, public and private trails, and multi-modal roadways support trip reduction and mode shift. It is anticipated that in the future public transit would extend to the subject area for connectivity to/from other areas of the city.



Transition Zone—Where the PRAs abut Forest Service Public Multiple-Use lands a transition zone is recommended within the PRA which should be preserved in its natural state or developed at very low residential densities, such as at one dwelling unit per acre. The intent in the urban transitional zone is to provide a compatible transition between urban development and the multiple-uses of the public lands within and beyond the city limits. This entails mitigating the impacts of domesticated animals on wildlife, distancing human environs that are attractive to wildlife.

The width of such a buffer would be determined based on, but not limited to the following: topographic conditions, preservation of washes, protection of ridges, protection of threatened and endangered plant species, conservation of old growth ponderosa pine trees, major roadways, and utility lines. Where there are existing development encumbrances, such as major utility lines and roadways, additional open space buffers are not necessary to allow for the transition from development to Public Multiple-Use lands. These areas will be mapped on the Land Use Plan and Open Space maps to indicate locations of open space transition buffers.

**How addressed:**

**Staff:** The Regional Plan delineates a Transition Zone along the western boundary of the project where adjacent to Forest Service lands. Where the Sinclair Wash abuts the Forest Service lands, the lands are designated Open Space. The remainder of the lands, to the immediate north of Sinclair Wash, is proposed at low densities. The Regional Plan calls for one dwelling unit per acre if the land is not preserved in its natural state (see Appendix 'D.')

**Applicant:** "Very-low residential is planned as a transition zone in the southwest area of Villaggio Montana as a transition zone to public land (national forest) and adjacency to Sinclair Wash, a significant open space area."

**B. Land Development Code Requirements:**

1. [Narrative Analysis a. through i., Sec. 10-12-001-0003, p. 3]
  - a. Alternate Plan concepts for the subject area and environs, including concepts that would accommodate the proposed rezoning or development proposal and the cumulative impacts of recent and prospective rezonings
  - b. Cumulative impacts on the stability of nearby and surrounding land uses of the proposed rezoning or development proposed and of other recent and prospective rezonings in the study area
  - c. Projected cumulative changes in land use which may result from the proposed rezoning or development proposal and from other recent anticipated rezoning requests
  - d. Cumulative impact of potential rezonings on the supply of land zoned in the category of the rezoning proposal
  - e. Amounts of land in proposed land use categories needed to meet needs of subject area and environs and of the community

**How addressed:**

**Staff:** The current zoning on the project area is primarily Estate Residential and Rural-Residential, allowing for one dwelling unit per acre. There are approximately 58 acres of R-1 zoning, which can average three dwelling units per acre. Consequently, as an alternate to this application, the project area may be developed at these densities.

The cumulative impacts of the subject proposal and other prospective and currently under construction projects heavily impact the City's transportation system. This is explained in the section below under item 'f.'

- Build-out is anticipated to occur over 10-12 years, with approximately 300 units coming on the market each year.
- Rezoning will be based on the land use categories approved by the City through a subsequent rezoning process.

**Applicant:** "The recent and prospective zoning activity within an approximate one-half mile boundary around the subject property has been fairly active.

- Recently Approved: Presidio in the Pines – 785 dwelling units
- Prospective Rezoning Activity: Presidio West – 1,600 dwelling units

Other Development Activity: To the north and west of Villaggio Montaña, the W.L. Gore Woody Mountain Campus on Kiltie Lane is being expanded. A 100,000 square foot expansion is planned and anticipated to add 100 additional employees."\*

"Due to the fact that the land is currently vacant, and designated as a Planning Reserve Area, the proposal will create a mix of both residential and employment uses within the project."

"If the City considers and approves the Villaggio Montaña Development Master Plan in its existing configuration, the allocation of uses will potentially orient themselves to the following districts:

- Estate Residential
- Suburban Residential
- Residential (R-1) District
- Urban Residential
- Medium Density Residential
- High Density Residential
- Urban Commercial
- Business Park

The future build-out population will create the demand for:

- Commercial – approximately 300,000 square feet/29 acres
- Office – approximately 118,000 square feet/14 acres
- School – 9 acres
- Fire Service – 2 acres
- Parks/Open Space – 111 acres"

\*Also developing in the area is the Flagstaff Ranch project which is located outside the city limits to the west of the subject project. The number of dwelling units approved by the County is 525 on approximately 415 acres.

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### **Land Development Code Requirements:**

#### **2. [Narrative Analysis a. through i., Sec. 10-12-001-0003]**

- f. **Traffic Impacts** which may be generated by projected cumulative changes in land use and possible and recommended mitigating measures

### **How addressed:**

### **Transportation:**

### **Staff:**

City staff, in consultation with FMPO staff, do not support approval of the applicant's Regional Plan application as advertised for the following reasons:

1. The traffic interchange with I-17 as submitted does not provide connectivity to the east. Addition of an interchange to the Regional Roadway Map (No. 8) is supported by Transportation Goal 1. That connectivity is required or important is supported in Policies T.1 and T.1.2 and in T1.3 item 4 where radial connectors are to be established by developers. Text in the Plan on page 3-16 Table 5 identifies connectivity as a "high priority." An elaboration on this point is made on page 3-17 where improving the "network of arterial and collectors" is part of a larger congestion management strategy.
2. The Land Use Plan does not meet Traditional Neighborhood Design (TND) expectations (see the Land Use Plan Section of this report). This relates to transportation in that traffic model analysis by the staff and the developer's consultants at the proposed density levels indicates that a number of intersections will not meet historical Level of Service Standard "D." Traditional Neighborhood Design with the density as discussed in the land use section will permit trip reductions that can help meet standards.
3. The lack of TND is also contrary to Regional Plan Policies T2.3 and T4.1 that emphasize maximizing travel choices and mixed-use neighborhoods capable of supporting transit service respectively. That land uses do not support the connectivity or density that TND promotes so it inhibits access to future transit routes.

Staff, however, can support an alternative Regional Plan amendment that achieves the following:

- Transportation Goals deal broadly with provision of efficient service, establishment of an interconnected system, a balance across transportation modes, compliance with adequate public facilities standards and complementary support for land use and other plan elements and interagency coordination.

- Support for other plan elements: The objective is to provide a system supportive of the nearly 4000 dwelling units for which the plan calls and for the non-residential components within that area.

To achieve these objectives, staff recommends the following amendments to the Regional Plan Map 8: Regional Roadway System Plan and to the text on page 3-22 where such projects are listed:

- Woody Mountain Road arterial alignment adjustment.
- Major Collectors internal to the northwest and southeast areas of the plan amendment area.
- Interstate 17/Woody Mountain Road Traffic Interchange with east side connection – subject to approval by the Federal Highway Administration.
- Interstate 40/Woody Mountain Road Traffic Interchange– subject to approval by the Federal Highway Administration.
- Minor Arterial Extension of Woody Mountain Road to east to J.W. Powell Boulevard.
- Major Collector Extension of High Country Trail to the Minor Arterial Extension of Woody Mountain Road.
- Widening of Milton Road to 6 thru-lanes.
- Widening of Beulah to 4 thru-lanes.
- Widening of W. Route 66 to 4 thru-lanes.

These improvements to the system accomplish the following:

- Connect a significant new district to the region via the interstate system
- Balance system demand between connections to the east and west and across state and local systems
- Connect the district to important planned employment and/or retail centers at the Pulliam Airport Business Park and at the mixed-use center at the intersection of Woody Mountain Road and W. Route 66.

Compliance with Regional Plan Policy CFS1.1 Adequate Public Facilities Standards:

- The City Traffic Engineering Section has historically required public and private developers to mitigate impacts at intersections to a Level of Service (LOS) 'D' throughout the city. Methods for determining level of service are in accordance with the latest edition of the Highway Capacity Manual.
- Analysis of the impacts of this development, including background traffic created by other future developments, reveal the inability of the intersections within the roadway system to accommodate LOS 'D' except with mitigations that are seen by traffic engineering staff as unacceptable, meaning they require the taking of too much property or establishment of inappropriate traffic movements.
- To accommodate the number of dwelling units planned for Villaggio Montaña and in the other planning reserve areas, staff recommends the adoption of a lower Level of Service, LOS 'E', for the projected regional build-out condition. This LOS 'E' would apply only to specific areas within the community. These areas, subject to further analysis, generally include commercial corridors, such as Milton Road, Route 66 and the Downtown.

- Comparative intersection analyses of current and future conditions indicate that at least one intersection cannot meet even LOS 'E'. The intersection at Milton and Butler currently operates at LOS 'F'. Traditional traffic engineering solutions, meaning the addition of turn lanes, cannot keep up with or get ahead of projected growth at this location. Many other intersections are currently at LOS 'B' or 'C' and with traditional traffic engineering solutions that are reasonable will degrade to LOS 'D' or 'E' in the future condition.
- Staff recommends the following City administrative policies be developed to implement Regional Plan Policy CFS1.2 requiring development to meet the infrastructure demands it creates:
  1. For selected types of development, such as green field areas on the periphery of the City, the assignment of 20% of proposed dwelling units to 2<sup>nd</sup> home status for purposes of traffic analysis only. Currently, an on-going assessment indicates a 25% 2<sup>nd</sup> home ownership in the city.
  2. For selected types of development, such as those in the core of the City or in significant concentrations in large green field developments that meet established design criteria, the assignment of up to 7% traditional neighborhood development traffic reduction credits (for trips internal to the development) and up to 3% transit oriented design traffic reduction credits (for trips external to the development).

#### **Estimated Cost Impacts – Overall**

##### **(Not Apportioned to Private or Public Entities At this Time):**

The following costs are associated with the Villaggio Montaña project.

##### Traffic Interchanges:

- I-17 and Woody Mountain Road
- I-40 and Woody Mountain Road

**Subtotal: \$30,000,000 - \$55,000,00**

##### Intersection Improvements:

- State Highways
- Local Roads

**Subtotal: \$40,000,000 - \$65,000,000**

##### Roadway Widening:

- State Highways
- Local Roads

**Subtotal: \$40,000,000 - \$55,00,000**

**Grand Total: \$110,000,000 - \$175,000,000**

Projects currently included in the Regional Plan but not directly associated with the Villaggio Montaña project include:

- Beulah Boulevard extension and realignment of University Avenue and University Drive
- Lone Tree Corridor including the Lone Tree Railroad Overpass and I-40 Interchange
- Widening of I-40 to 3 lanes in each direction from I-17 to Country Club.

Projects additional to the Regional Plan, that have not yet been fully studied or publicly reviewed but where modeling suggests that added utility to the regional network, include:

- I-40 and Fourth Street Traffic Interchange
- Connection of McConnell Circle to Lone Tree and significant widening
- Extension of Clay Avenue west to W. Route 66.

Regional Plan Land Use Implications for Traffic:

Growth in Population and Trips vs. Growth in Lane Miles

- 2005 Population, Trips, Vehicle Miles Traveled (VMT) and Vehicles Hours Traveled (VHT) are expected to increase by approximately 50% when all Planning Reserve Areas are built out at their planned intensity. This increase is also due to areas with special area plans such as McMillan Mesa and Canyon Del Rio and other larger areas including those west of Woody Mountain Road (Presidio West).
- All Regional Plan road improvements plus those listed immediately preceding represent an increase in lane miles of 4%.
- Travel demand management (trip reduction) is a Regional Plan goal. It has been modestly factored into the growth model.

Balance Across Modes - Policy T4.1

- Transit - Staff recommends that the land use components of the proposal be located, concentrated and arranged so as to accommodate future service by transit. (See further discussion in the Land Use Element.) Generally, this means focusing density in the southeast and northwest sections of the district and compliance with the principles of traditional neighborhood development and transit-oriented development detailed in the Regional Plan.
- Staff supports the establishment of bike lanes on the arterials and collectors referenced above as meeting the intent of T3.1 and related strategies.

**Applicant:**

The developer is proposing an interchange at I-17, arterials of Beulah and Woody Mountain Road and a project internal major collector.

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**Land Development Code Requirements:**

3. [Narrative Analysis a. through i., Sec. 10-12-001-0003]

- g. Cumulative **impacts on Public Facilities and Systems**, identification of needed adjustments in public facility plans, including costs of projected public capital improvements associated with the change.

**How addressed:**

**Staff:** Impacts on the city's public facilities, systems and services are addressed below and they include those on the water, wastewater, reclaimed and stormwater systems, fire fighting facilities and services, parks, open spaces and trails facilities and systems.

**Water:**

On June 23, 2005, several options for the proposed water distribution facilities were presented to the City of Flagstaff Water Commission. The Commission approved the project with general stipulations, including providing two sources of water, or points of connection, with each of two pressure zones, installing 3 million gallons of water storage, and providing the funding for the City to install groundwater wells to meet approximately 950 gallons per minute of water production capacity.

The City prepared preliminary hydraulic models of the project for the water and sewer infrastructure, and detailed them in the *Public Water & Sewer Impact Analysis* (Feb 2005). The following items are the major requirements of the study:

1. Developer is responsible for providing a well or multiple wells necessary to meet the developments average daily usage (956 GPM) and dedicate the well(s) to the City of Flagstaff. The wells that would be added to the City water system may be added on- or off-site and connected to the existing system.
2. Developer is responsible for providing a booster station and 20 years of Operation and Maintenance costs associated with the new booster station as well as reservoirs.
3. The developer must provide a 3 million gallon storage tank (s) placed at a 7320' or higher elevation.
4. Developer shall correct the water system deficiencies caused by their development. Off-site water system improvements required are identified in the University Highlands neighborhood to move residences from Zone B to Zone A to maintain water pressure.
5. After all offsite improvements are completed and the new looped water line is installed, the city may issue building permits for up to 900 residential units and up to 26 acres of commercial development. Before any more building permits are issued, the developer must install new water well/s, storage tanks, booster station and pay Operation & Maintenance fees. The City will allow a proportionate number of homes to be permitted depending on the production of the wells.

**Wastewater:**

1. Developer shall correct the sewer system deficiencies caused by their development. Off-site sewer improvements include replacement of approximately 5600 feet of 15" sewer line from University Highlands neighborhood to the intersection of McConnell Drive and Beulah Avenue.

**Reclaimed Water:**

Pursuant to Water Commission approval on the project:

1. The City is responsible for running reclaimed lines to the development.
2. Developer is responsible for connecting a 12" reclaimed water main from the City's extension point. The developer will construct reclaimed water lines within their development to major reclaimed users, such as parks and schools.

**Applicant:**

- Developer will comply per the comments above related to water, wastewater and reclaimed water requirements, with the exception that the developer has not at this time committed to assuming to paying up-front costs for well development. The developer has requested to pay an impact fee for well development rather than providing wells. This could have large financial impact on the City Utilities Budget. The Utilities Department has taken a position that the financial risk associated with well drilling should be borne by the development. The cost to provide an additional 956 GPM to the City system could vary from 1 million to 8 million dollars depending on the well site.

**Estimated Cost Impacts to the City:**

- Extension of reclaimed water main from McConnell/Knoles Drive to Villaggio Montaña boundary: \$2,650,000.

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**Land Development Code Requirements:**

4. [Narrative Analysis a. through i., Sec. 10-12-001-0003]

- g. Cumulative **impacts on Public Facilities and Systems**, identification of needed adjustments in public facility plans, including costs of projected public capital improvements associated with the change.

**Staff:****Stormwater:**

Stormwater runoff concerns focus primarily on the easterly boundary of the proposed Villaggio Montaña development. Historic flooding concerns have been noted in the Mountain Dell Subdivision, University Highlands Subdivisions and at De Miguel Elementary School. Due to topographic conditions, runoff flows to the south and southeast through the subject project. Consequently, the Villaggio Montaña development will discharge their stormwater to these historic, downhill locations. The City requires that Villaggio Montaña implement stormwater detention facility construction on site to ensure that the peak runoff rates for the 2-, 10- and 100-year storm events do not exceed the runoff rates of the pre-development condition.

Because stormwater detention does not consider the volumetric stormwater runoff increase as the result of the increase in impervious surfaces within the development, the



developer is proposing to implement Low Impact Development (LID) concepts on site in order to meet the pre-development volumes.

In general terms, if not controlled, the volume of runoff leaving a developed site could be about double the volume as compared with the pre-development condition. Specifically, the Villaggio Montaña Regional Plan Report of July 29, 2005, states "...at a minimum, the volumetric difference between the pre-development condition and post-development condition will be contained within the basins." The document also contains a discussion of the implementation of LID concepts on-site to reduce the impervious surface and harvest rainwater.

The proposed stormwater mitigations will ensure that the downstream drainage concerns will not worsen as the result of the Villaggio Montaña development.

In addition to City regulatory requirements, the following should be specifically stipulated:

- The development shall retain on-site, the stormwater volumetric difference between pre- and post-development runoff for the 100-year storm. This shall be accomplished for all discharge locations, including but not limited to, University Highlands, Mountain Dell and De Miguel School.
- The developer shall employ Low Impact Development Concepts on-site to the maximum extent practical.

**Applicant:**

- Developer will comply with the comments above related to the volumetric decreases and implementation of LID concepts.

**Estimated Cost Impacts to the City:**

- None to the City
- 

**Land Development Code Requirements:**

**5. [Narrative Analysis a. through i., Sec. 10-12-001-0003]**

- g. Cumulative **impacts on Public Facilities and Systems**, identification of needed adjustments in public facility plans, including costs of projected public capital improvements associated with the change.

**Staff:**

**Fire Station:**

The Fire Station Relocation Analysis completed in December 2003 identified this general area's response time needs as being outside of current and relocated fire stations. A proposed relocated Fire Station 1 (Thompson Street) would penetrate--within standards--to the area of Woody Mountain Road and Kiltie Lane. Fire Station 6 (Lake Mary Road) would penetrate—within standards—to the area of Beulah Boulevard just north of the current intersection with Forest Road 532 (Purple Sage). This results in the majority of the proposed units being outside of national standard response times.

A fire station will be needed in this area at some point in the future to serve a growing western and southern demand for service. A fire station will not be needed immediately. A fire station should be located within a new service area when the new area begins to receive two to three calls for service per day. A planning tool indicates that it takes approximately 3,000 people to generate one call for service per day. Therefore, when this area builds out to accommodate 6,000 to 9,000 people, a fire station should be added to service this new demand.

**Applicant:**

- 1 fire station at Woody Mountain Road adjacent to the proposed round-about

**Estimated Cost Impacts:**

Impact Costs to Developer:

Land (minimum 2 acres)	\$ 750,000
Off-site and site improvements	\$1,000,000
Building construction	<u>\$1,500,000</u>

Total \$3,250,000

Impact Costs to City:

Personnel Costs: 12 firefighters (4 per shift) at \$50,000/each = \$600,000

One Type I Pumper: \$500,000

One Type I Water Tender: \$300,000

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**Parks:**

**Staff:**

The Long Range Master Plan for Parks, Recreation and Open Space (1996) identifies level of service standards. The City standard is 11.07 acres of park and open space per 1000 residents. This level of service standard presumes that fifty percent of this area be provided as improved recreation space including trail corridors and fifty percent as natural open space. The developer shall provide the 111 acres of parks and open space. Developer must provide specific designated uses for parkland, and open space delineated in acreage to identify intended uses.

The Parks and Recreation Division is requesting a community park at 25 acres in size and two neighborhood parks at 8 acres each in size. Community Parks provide recreation opportunities such as playgrounds, basketball/multi-purpose courts, soccer/multi-purpose fields, group ramadas, restroom facility, parking, volleyball and tennis courts. A Neighborhood Park provides recreation opportunities such as playground, volleyball, tennis, basketball/multi-purpose courts, and soccer/multi-purpose fields.

The developer shall provide the park amenities and parks lands. City staff will maintain the community and neighborhood parks. The Home Owners Association shall maintain all other recreation areas. City staff and the developer team shall work together to identify appropriate intended uses, amenities, and specific locations of the parks.

**Applicant:**

- 1 community park at old landfill site
- A commons area

**Estimated Cost Impacts:**

Impact Costs to Developer:

Land:

Community Park Amenities: \$4,025,000 to \$4,350,000.

Neighborhood Park Amenities for each park: \$904,000 to \$ 976,000.

Impact Costs to City:

Annual Maintenance and staffing:

Community Park: \$375,000

Neighborhood Parks: \$240,000

**Old Landfill Site:**

The application submitted by the applicant identifies the location of an approximate 15-acre inactive landfill that exists within the western portion of the State Trust land. Figure 2 of the applicant's report shows that the inactive landfill site is proposed to be a portion of the development's park and open space.

For the Public Works Department to consider the dedication of the inactive landfill as a future site for a City public park, the developer will be required to provide a comprehensive Phase-2 Environmental Assessment (EA) of the inactive landfill.

The developer must employ a third party Environmental Consultant to perform the EA. The EA plan will be reviewed and approved by the Arizona Department of Environmental Quality (ADEQ) and the City of Flagstaff Environmental Services Division for the EA's sampling methodology and frequency prior to the start of the EA. The findings of the EA will be fully disclosed to ADEQ and the City of Flagstaff.

Based on the findings of the EA, the developer must perform any required remediation, install any required engineering controls, and cap the landfill per the requirements of ADEQ and the City of Flagstaff, prior to the dedication of the landfill to the City as a park or as open space.

If the landfill site is deemed unusable for a park site, staff recommends that the Community Park be located in close proximity to the landfill location area proposed, specifically to the east. This would keep the park on a major arterial road (Woody Mountain Road).

**Applicant:**

The developer is proposing to conduct a Site Waste Profile to evaluate the potential for containing regulated materials which may be present or found. Prior to the study being conducted, the developer's contractor will contact the City to coordinate and assure the methodology is acceptable (see attached letter from First United Realty, Inc., dated 10/17/05).

**Estimated Cost Impacts:**

To the City: None

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**FUTS**

**Staff:** Staff supports the general alignment of urban trails depicted in the plan amendment as submitted, including location of the FUTS within the power line corridor, as meeting the intent of Policy T3.1 and related strategies. The power line corridor provides a 40-foot wide easement for a 69KV APS transmission line. The trails provide connectivity within the development and to the larger region. All trails proposed outside of a public road right-of-way shall be within the boundaries of the plan amendment area and shall be located within an open space corridor, including the portion of the FUTS trail that extends south of the power line corridor, and the east/west trail along the minor arterial roadway to Woody Mountain Road. FUTS trails and street intersections should be minimized.

The developer shall construct the FUTS trails and meet the current City of Flagstaff standards. The City will maintain the designated FUTS trails. All other trails or common areas and minor trial linkage will be the responsibility of the Homeowner's Association to maintain.

**Open Space**

**Staff:** The development sets aside 109 acres of open space/park. The State Land Department is proposing 70'-wide open space conservation easements between the developments of University Highlands and Equestrian Estates. This would result in 170' deep privately owned lots with building restrictions within the conservation easement adjacent to University Highlands and Equestrian Estates as proposed by the developer.

Staff requests that the applicant:

- Protect the open space ridge north of Sinclair Wash extending to the northeast.
- Protect the four rock outcroppings in the northern part of the proposed development.

**Applicant:**

The developer proposes:

- 170' deep lots adjacent to University Highlands and Equestrian Estates with 70' deep conservation easements
  - protection of Sinclair Wash as public open space
  - FUTS trail easement along power line corridor
- 

**School Site:****Applicant:**

- A future school site will be included as a reserved land use. The developer will provide the school site for the Flagstaff Unified School District and will monitor community demographics to determine the student generation trend.

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**Land Development Code Requirements:****6.** [Narrative Analysis a. through i., Sec. 10-12-001-0003]

- h. Cumulative impacts of projected changes in land use on the **housing supply** of the subject area and environs.

**How addressed:**

**Applicant:** The site is vacant and does not contribute any housing to the City's existing supply, but will provide various housing types and lot sizes based on the following land use categories:

	Acreage	Units
Very Low Density	182	
Low Density	479	
Medium Density	113	
High Density	60	
Mixed Use	23	
Total Residential	857	3883

(Dwelling Units in City: 24,199

Villaggio Montaña % Dwelling Units of City Dwelling Units: 16%)

"Villaggio Montaña intended to participate in a land trust program with the City to further help the community address workforce housing issues. Details of this participation will be developed in consultation with the landowners and City during the rezoning and development agreement process, and integrated into the development master plan." (See attached letter from Snell & Wilmer 10/20/05.)

The developer has prepared a revised Planning Reserve Area Buildout Analysis table dated 9/13/05 which is attached.

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**Land Development Code Requirements:****7.** [Narrative Analysis a. through i., Sec. 10-12-001-0003]

- i. Cumulative impacts of projected changes in land use on the feasibility of implementing the various elements of the General Plan and on the achievement of the **goals and objectives of the Plan**

**How addressed:**

**Staff:** All applicable goals are being achieved and are included in Appendix B.

**Applicant:**

"The cumulative impacts of the proposed amendment will allow for an increased balance of residential land uses, ranging from Low to High Density Residential categories. The Plan also includes a total of 270,800 square feet of supportive retail, commercial and

employment opportunities that could provide approximately 500 jobs. The carefully designed community preserves Sinclair Wash and other open space areas. The plan also includes a network of public (FUTS) and development trail systems to allow for non-vehicular access within the property, connectivity to the regional FUTS, and connectivity to public lands, a county park, and nearby employment. The plan anticipates the need for educational facilities and has provided a school site for future consideration by the Flagstaff Unified School District or Coconino County Superintendent of Schools. A fire station site has also been incorporated into the site plan as an option for the City to ensure adequate coverage for this development and other residents and facilities on the west side of the Flagstaff."

## **V. Public and Other Entities Comments:**

### **A. Naval Observatory Comments:**

- "Amend Map 1 Physical Influences to indicate the Observatories and Lighting Zones"

#### **Staff:**

Map of the Regional Plan can be changed to include the Lighting Zones in future Regional Plan updates of the various maps.

### **Naval Observatory Comments:**

- "In the Mixed Use areas located within Lighting Zone 1, change required **minimum** densities of seven dwelling units per acre to **maximum** three dwelling units per acre.
- Amend description of Mixed Use Development to indicate the following special considerations in Lighting Zone 1: There shall be no residential street lighting, no illuminated sports facilities, and no nonresidential development."

#### **Staff:**

In order to meet the numerous objectives of the Regional Plan, specifically managing sprawl and providing compact development, the number of dwelling units for the subject development should not be changed.

Changes to the Mixed-Use Land Use Category description to further restrict outdoor lighting in Zone 1 would further limit the land uses and objectives of providing non-residential uses adjacent to arterial roadways. The Land Development Code allows for 25,000 lumens per net acre; requires fully shielded light fixtures, with some exceptions for residential uses; low pressure sodium lighting above 4,050 lumens is prohibited; non-LPS lights are limited to a maximum of 5,500 lumens per acre; and outdoor recreational facilities shall not be illuminated after 9:00 p.m., except to terminate an event.

### **B. County Comments** (see attachment)

#### **Roads and Traffic:**

"In a statement of the obvious, this project has a huge impact on the city's roadway network. In order to make this project work, at least one Interchange on I-17 and

possibly a second on I-40 at Woody Mountain Road will be required. From the County perspective, there is the potential for significant traffic conflicts with Villaggio traffic and the traffic generated by special events at Fort Tuthill. An I-17 interchange will certainly help mitigate this problem. There is also a proposal to relocate the eastern entrance to Fort Tuthill to a location at the south side of the Villaggio property, and there may be a proposal to relocate the northern entrance. To the extent that this entails construction of new roads within the park, this should be the responsibility of the developers.

The other aspect of the roads involves the entrance road to Mountain Dell. Currently the access road intersects Highway 89A at a dangerous oblique angle, and it is my understanding that correcting this situation by realigning the access road so that it intersects at a 90 degree angle is under discussion. This should be a requirement, and it is certainly possible if not likely that the County would participate in this reconfiguration.

The impact of the traffic from this project, combined with expected traffic from Presidio and Presidio West have a major impact on the city street system, and it is difficult to imagine how existing roadways will be able to handle the load. It would seem that now is the time to reopen the discussion about a new interchange at Lone Tree Road and a connector between Lone Tree and Route 66, as well as the completion of JW Powell Boulevard through to Fourth Street, as these improvements may be needed very soon to mitigate impacts on Milton Road and West Route 66."

**Staff:**

Access to the Ft. Tuthill north entrance: The alignment of the I-17/Woody Mountain traffic interchange creates a new direct entrance to the park.

Traffic on Beulah Boulevard Impact on Park: Traffic is expected to head south on Beulah and make extensive use of the new interchange. This will relieve traffic pressure at the existing entrance to the park. The Villaggio Montaña plans will not affect the Arizona Department of Transportation programmed improvements at the park entrance or the current interchange.

**County Comments:**

**Drainage and Impact on Mountain Dell:**

"Sinclair Wash flows across the southern portion of the Villaggio property. Immediately downstream, the wash crosses through the middle of Mountain Dell, a county island. The county is aware, of course, that the development cannot increase the flow nor change the character of the flow. This will require 100-year retention/detention facilities within the project. While maintaining flow levels at or below predevelopment levels is a requirement, maintaining frequency of flow events is also critical. It would be unacceptable to have flow events in Mountain Dell after every rainfall rather than the very infrequent flows experienced by residents now. The poor condition of culverts in Mountain Dell is also a concern to the county, making it even more critical that flows not be increased. Water quality of runoff is also a concern, and serious consideration should be given to requiring treatment of the runoff. Given the extent of the area of the wash and the fact that it is proposed to be retained as open space, it would seem that there is an opportunity to explore enhanced natural treatment of the runoff in the wash through the use of vegetation designed to be used for water quality improvement purposes."

**Staff:**

City Stormwater Management staff have reviewed the stormwater related comments provided by the County. Although these comments are not related to regulatory requirements by the City or County, the developer will comply with the comments, as outlined above related to the volumetric decreases and implementation of LID concepts.

**County Comments****Impact on Fort Tuhill County Park:**

"On October 6, representatives of Villaggio met with the County Parks and Recreation Commission in order that the Commission might have a better understanding of the project and to allow them to make comments. The Commission has prepared a letter to me addressing their concerns, and this is attached. The Commission and Parks and Recreation Department staff see the need for a three-way development agreement among the City, County and Villaggio to address specific issues related to the park ranging from trails and access to the park to buffers and edge treatments along the park boundary. There is significant concern that the development could cause major changes to the park, causing it to be seen by neighbors as neighborhood open space rather than the regional park that it is today that is accessed by car. In addition, there are uses within the park, specifically the stables and the riding arena, that are very near to the park boundary near where Villaggio would be developed that could cause conflicts in the future. Road access points to the park are very important, as are trail access points, not only the existing FUTS trail that accesses the park from the north, but future trails emanating outward from the park in other directions. Finally and most important, the Commission is very concerned about the impact of Villaggio on the County's ability to acquire the State land that is in the northwest corner of the section that Fort Tuthill is in. Acquisition of this land is crucial to the future of Fort Tuthill County Park, and the Commission believes there are opportunities with the development of Villaggio to assist with this acquisition."

**Coconino County Parks & Recreation Commission Comments:**

"The Coconino County Parks and Recreation Commission respectfully requests that the City of Flagstaff honor the following requests to:

1. Provide a buffer of open space at least 70' wide along the Villaggio Montaña Ft. Tuthill County Park boundary
2. Lower the density of housing adjacent to the park boundary
3. Provide appropriate connectivity of the northeast park access roads and trails
4. Participate in the negotiation of a three-way development agreement with the developer and the County."

**Staff:**

In a revised plan, the developer is proposing a community park and two neighborhood parks, as well as commons areas. One of the neighborhood parks will be located in the southern portion of the proposed project to meet urban park needs. Also, in this revised plan, the developer is proposing Low Density Residential to the north of Fort Tuthill. Lots with appropriate building setbacks to the Park and the uses there are requested, as well as fencing. Commercial development is proposed to the east with a major roadway bisecting



the Park and the commercial development. Park access is proposed at its northern boundary from I-17 and Woody Mountain Road. Access to/from Mountain Dell is proposed at the southern boundary of the subdivision for connection to a re-aligned Beulah.

A three-way party agreement may be explored and considered by the City Council at a later date, if found necessary.

### **County Comments**

#### **Sustainability:**

"At a work session of the Board of Supervisors at which Amy LeGere and Alan Beaudoin were present to discuss the project, Supervisor Carl Taylor brought up sustainable design. In a project of this size, there are numerous aspects of sustainability that could be incorporated, from energy efficient buildings to site layout and design to capitalize on solar opportunity to use of reclaimed wastewater for landscape, to xeriscape landscaping. This would also include the treatment of runoff mentioned above. Although not quite in the same category as sustainability, Supervisor Deb Hill also brought up that there should be consideration for use of fire resistant materials in all construction."

#### **Staff:**

These requests are important to the City's proposed sustainability program and can be more appropriately and fully considered during the rezoning process and the Development Master Plan considerations.

### **County Comments**

#### **Buffers:**

"While this may only affect the County along the southern edge of Mountain Dell, buffers along the boundary with existing residential neighborhoods and along the Fort Tuthill County Park boundary are important to adjacent landowners. The proposed deep lots with a certain amount of the rear portion of those lots designated for no building and fencing seems like a good option."

#### **Staff:**

See Open Space above. Lots of compatible size and building setbacks to Mountain Dell are requested.

### **County Comments**

#### **Phasing**

"My understanding is that one developer would not develop the entire project but that numerous developers would be involved. This makes planning, financing, and phasing of the infrastructure critical. At the board work session, Alan said that the spine road, the road connecting Route 66 at the north and I-17 at the south, would be built first, and that makes sense, but he also said that the interchange is not warranted and would not be built until 60% buildout, or six years into the project. This does not seem logical. That would mean six years of potential traffic conflicts. Building all the rest of the infrastructure, including water, wastewater, reclaimed lines, parks, etc. as the project progresses would all seem to be important to the success of the project."

**Staff:**

Phasing is recognized as being critical to the provision of the public facilities, systems and services in a timely, financially supportable, and as-needed basis. Phasing will be addressed through the rezoning and Development Master Plan.

**C. Residents' Comments** (see attached correspondence):

Comments made by residents are varied and numerous as seen from attached correspondence. Primary, they revolve around the following:

- Open space buffers at boundary between University Highlands and Villaggio Montaña with many residents requesting a 300-foot plus buffer
- Drainage and stormwater runoff, specifically as it affects Mountain Dell and University Highlands
- Public park locations
- FUTS trail location
- Traffic congestion
- Land Use Densities
- Water Availability

These comments are addressed within the text of this Report. Other comments that residents have submitted are related to the rezoning process and the Development Master Plan.

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**VI. Key Considerations:**

- Changing of the Land Use Designations from Planning Reserve Area with minimum residential densities of 3, 5 and 7 dwelling units per acre to Low Density Residential, Park, Urban Open Space, Institutional, Medium Density Residential, High Density Residential, Mixed Use, Regional/Community Commercial, and from Low Density Residential to Office/Business Park/Light Industrial
- Changing of the Circulation – Regional Roadway System Plan Map 8: Regional Roadway System Plan and the text on page 3-22 to include:
  - Woody Mountain Road arterial alignment adjustment.
  - Major Collectors internal to the northwest and southeast areas of the plan amendment area.
  - Interstate 17/Woody Mountain Road Traffic Interchange with east side connection--subject to approval by the Federal Highway Administration.
  - Interstate 40/Woody Mountain Road Traffic Interchange--subject to approval by the Federal Highway Administration.
  - Minor Arterial Extension of Woody Mountain Road east to J.W. Powell Boulevard.
  - Major Collector Extension of High Country Trail to the Minor Arterial extension of Woody Mountain Road.
  - Widening of Milton Road to 6 thru lanes.
  - Widening of Beulah Boulevard to 4 thru lanes.
  - Widening of W. Route 66 to 4 thru lanes.
  - 3883 dwelling units on approximately 850 acres

- Approximately 300,000 square feet commercial development
- Approximately 100 acres open space
- FUTS trails throughout, including within existing power line easement corridor
- 70'-wide conservation easements abutting Equestrian Estates and University Highlands
- Sixty-day notification resulted in one response
- Cumulative impacts on the City's services and facilities and housing are identified
- Funding for work force housing is proposed
- Regional Plan goals and policies are addressed
- Staff is proposing an alternate land use plan

## **VII. Community Benefits and Considerations:**

See above.

## **VIII. Community Involvement:**

- The City is holding two Planning & Zoning Commission public hearings,
- One City Council public hearing
- Open House
- Notice is available on the City's website and in the *Daily Sun* (see attached)
- Notices were mailed to property owners within 300 feet of the subject project.
- Sixty-day review notices were mailed to state, regional and local entities.
- The developer had meetings with University Highlands and Heights residents (summaries attached)

## **Attachments/Exhibits:**

- Appendices A, B, C, D
- Application PC LUP 05—006
- City of Flagstaff letter 8/10/05 advising of 60-day notice
- *Daily Sun* ad
- PRA Analysis Revised Table
- Snell & Wilmer 10/20/05 letter
- Letters from Coconino County
- Letters from Residents
- Meeting Summary of 9/7/05 with Mountain Dell residents by Villaggio Montaña
- Meeting Summaries with various entities and residents submitted by Villaggio Montaña
- Letter from First United Realty, Inc. 10/17/05 Re: Landfill
- Schedule of Public Hearings and Open House
- Revised Villaggio Montaña Land Use Plan
- City's Alternate Land Use Plan

c: Mayor and City Council